

IN THE CLAIMS

Please amend the claims as follows:

Claims 1-10 (Canceled).

Claim 11 (New): An electric propulsion system for a motor vehicle, comprising:
a fuel-cell stack provided with at least one assembly of two electrodes, each electrode having an electrode inlet and outlet, and an electrolytic membrane disposed between the two electrodes,

wherein the electrolytic membrane contains conductive charges of protons distributed in a concentration gradient within a thickness of the membrane, such that water in liquid state produced by the fuel-cell stack is concentrated at one of the electrodes, and wherein the concentrated water in the liquid state is evacuated from the fuel-cell stack via a single electrode outlet.

Claim 12 (New): A system according to claim 11, wherein the electrolytic membrane is a multi-layer membrane.

Claim 13 (New): A system according to claim 11, wherein a maximum concentration of conductive charges of the membrane is situated on a same side as an anode of the two electrodes, such that the water in liquid state produced by the fuel-cell stack is concentrated at the anode.

Claim 14 (New): A system according to claim 11, wherein a maximum concentration of conductive charges of the membrane wherein is situated on a same side as a

cathode of the two electrodes, such that the water in liquid state produced by the fuel-cell stack is concentrated at the cathode.

Claim 15 (New): A system according to claim 11, wherein the single electrode outlet of the fuel-cell stack is connected to a single condenser.

Claim 16 (New): A system according to claim 15, wherein the condensed water discharged from the condenser feeds a reformer configured to supply hydrogen from a fuel to the fuel-cell stack.

Claim 17 (New): A system according to claim 15, further comprising a burner connected to an anode of the two electrodes to recover energy of gases discharged from the anode.

Claim 18 (New): A system according to claim 13, wherein the single electrode outlet of the fuel-cell stack is connected to a single condenser.

Claim 19 (New): A system according to claim 18, further comprising a burner connected to an anode of the two electrodes to recover energy of gases discharged from the anode.

Claim 20 (New): A system according to claim 17, wherein the burner is disposed downstream from the condenser.

Claim 21 (New): A system according to claim 19, wherein the burner is disposed downstream from the condenser.

Claim 22 (New): A method for using a fuel-cell stack in an electric propulsion system for a motor vehicle, comprising:

concentrating water in liquid state produced by the fuel-cell stack at one of electrodes by an electrolytic membrane containing conductive charges of protons distributed in a concentration gradient within a thickness of the membrane;

vaporizing within the one electrode the concentrated water in liquid state;

condensing the vaporized water in a condenser connected to an outlet of the one electrode; and

using the condensed water to feed a reformer configured to generate hydrogen to feed the fuel-cell stack.

Claim 23 (New): A vehicle provided with a system according to claim 11.